



1997-4



SCHOONER ATLANTIC

In 1905 the "Atlantic" won the Kaiser's trophy in a trans Atlantic race. She arrived at the finish line a full day ahead of the nearest competitor. This record was to stand for 75 years. The model took 300 hours to build and was shown at the Naval Museum in Washington D.C. during the summer of 1997. The bottle is 16" long, 8 1/2" in diameter and the neck ID is 1". Made by the Church & Maple Glass Studio in Burlington, Vermont. Built by Ralph Preston.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottle Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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There are a very limited number of 10th Anniversary full color back issue available from Saul Bobroff, at a cost of \$10.00 each, first come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 15. Number 4.

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by Ralph Preston

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FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

BACK COVER: The "Gusstemoc"
Mexican Navy-Tall Ship.

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THAT IS ALL!

the prez sez... ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Once again, to each SIBBA member wherever he may reside, I wish a very happy and joyous Holiday Season and a happy and prosperous New Year.
And our congratulations to Alex Seillinger on winning the Bronze Medal at the "Old Ironsides" and the US Navy 200 years in scale models contest. His entry the "USS ARBUS", ship-in-a-bottle.
Scratch built division (Sailing ships)
Well done Alex.

HIT THE BOTTLE

Jack 1.

Send Material for the Editor to -----
3075 Freeport Drive, Spring Hill, FL. 34606

Ray Handwerker



Well, another year draws to a close, and I must apologize for being late with this issue. Nancy and I hope that your holidays were happy and healthy, and that your new year is safe and prosperous. I would also like to thank all of you that sent in the material that appears in the pages of this journal. Without your input it would not have been possible to put out the Bottle Shipwright. Keep up the good work. I also hope that when you purchased your holiday libations you did so with a critical eye, concentrating more on the quality of the bottle than its contents.

And finally, congratulations to Alex Bellinger for proving that there is hope for our Art in major competitions.

Now-lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Naurice Cornelie, 20 W. Franklin Ave. Collingswood, New Jersey. 08108
E-mail ,Cornelie@comp-net.
D.J. Cottrell, P.O.Box 28. Grange, QLD. 4051. Australia
Robert DeBeer, 3009 Prestone Station Dr. Hixson, Tennessee. 37343.
P.A.Nemko,(Fischer Ltd) Maritime Bldg. Water St.
Liverpool L2 3UJ England
Gary M. Leforge, 49 Crestwood, Jackson, Tennessee. 38305.
Col. Edward P. Levin USAF (Ret) English Village APB 17,84
700 Lower State Rd. North Wales, Pa. 19454.
John Mac Donald, 804/544 Blackthorn Rd. Calgary, Alberta, T2K-5Z5.
Canada.
Bob Meggitt, 11931 Maplewood Ave. SW, Edmonds, WA. 98026.
Chuck Neese, 1022 West Seara Rd. Pogram, Tennessee. 37143.
Allan Peters, P.O.Box 136, Rescue, Ca. 95672-0136.
George D. Yocum, 31 W. Pocomont Rd. Columbus, Oh. 43202.

ADDRESS CHANGES.

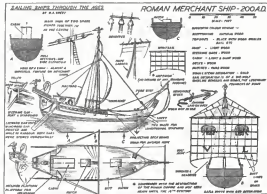
Hans Fahnlein, Berliner Str. 2 Bad Wimbheim, Germany D-91438
Howard W. Hogg, 1519 Saddle Wood Dr. Fort Myers, FL. 33919-6724.
William W. Howat, 408. Highland Ave. Apt.521, Salem Ma. 01970.
Tom Matterfie, 2167 Burnice Dr. Clearwater, FL. 33764.
Herbert Thoen, RR 3 533A C14 Summerland, BC VCM 120 Canada.
Tony Wilton, 208 Shelton Place, Fellingid, New Zealand.
Don- add an " N " to Duncan Grays Address -TS 11 8 AN.

A correction is due. The model listed as Bill Westervelt in 97-3 is in reality Don Bradley's. Sorry Guys.

One Last thing- A couple of our members could use some cheering up, so a GET WELL card is in order.

1- Bill Westervelt, 2205 Groenhaven Way. Hampstead, Md. 21074.
2- William Cronin, 1798-A Ray Ridge Ave. Annapolis, Md. 21403.
I know they will be appreciated.

Alan Regerson (Scarborough, ON, Canada) sent along a few sets of model plans from his collection. This one came from an old issue of Model Maker and was drawn by R. A. Sweet. I think it would make a spectacular model!



Clyde (Don) Bradley nest in the photo above of a Clipper in a perfume bottle. The model is 3/4" long.

A Visit to the 1997 Ships In Bottles Exhibit at the Washington Navy Yard

Jon Barr

If you've never used the Metro-Subway in Washington, D.C., I highly recommend it as a clean, safe, inexpensive and convenient means of transportation. However, when I used it to see the Ships In Bottles Exhibit at the Washington Navy Yard, I wished I had taken a cab. The walk from the Metro station to the Navy Yard in extremely hot, humid weather was just plain uncomfortable -- but the destination was worth it. The walk was 9 or 10 blocks long with housing projects on the left side of the street and a long, tall brick wall on the right. Everyone I passed during that walk was courteous, but just as sweaty as I was. Above the roofs of the housing projects, through the haze, I could see the Capital's dome.

Eventually I got to the gate of the Navy Yard and entered the very old, large military industrial complex. Everyone was helpful in directing me to the Navy museum. It's in an old gun factory built between 1887 and 1899. Best of all, it's air conditioned and very quiet. I was concerned that my camera doesn't have a flash attachment, but there are clerestory windows above that give ample sunlight.

A member of the museum's staff pointed the way to the Ship In Bottle Exhibit. There were not many people in the museum when I got there, but a school group came in a short time later and they really enjoyed the bottles.

This exhibit is small but first class. All told there are about 29 bottles in two antique wood and glass display cases. As we all know, our craft demands patience both in producing a ship in bottle and in appraising one. A quick glance hardly does it justice. So I knew to take my time. Unfortunately, the museum did not identify the names of the ships nor who made the models, so the only ones that I can identify by name are the ones with visible identification either on the stand or within the bottle.

The bottles range from large five gallon ones to very tiny ones. There are two display cases: one with four bottles and one with 25 bottles. It's a bit difficult to give an accurate count since John Frazier's "Yesterday & Today" (featured on the cover of issue 1997-1 of *The Bottle Shipwright*) is in the large display case. It has four ships in bottles displayed between two miniature ship wheels. I'm counting this as one bottle instead of four since it is crafted as a single item. By the way, the black and white photos of it in *The Bottle Shipwright* pale compared to seeing it in person. It is very small and expertly crafted. I estimate that each of the vessels is no longer than the width of my thumb nail and I have narrow thumbs.

There's also a side-wheel steamship with two stacks and in the neck of the bottle there's a sea gull on some pier posts. Besides the normal challenge of height, this modeler had to deal with the width of a side-wheeler. He also devised a good method to make smoke. There's a four-masted schooner that is quite long and therefore presents quite a contrast to the tiny "Yesterday & Today". A bark from the late 1700s is presented with a small windmill on shore. Another ship has a lighthouse on shore with a pearl on top which reflects the light nicely. After the pearl caught my eye, I noticed a tiny seal in the water. In contrast to these elaborate models, there's a simple single masted schooner done in natural wood colors. It's a classic that fits nicely in the display. Then there's the very detailed *AMES Victory* made by Burton D. Kuckles. The detail is amazing and, next to the full model, there's a cross section which shows the many deck levels. After I concentrated on the model itself, I noticed the sign hanging from the neck of the bottle stating that this model was made entirely out of wood.

from *Victory* herself? Near by Jim Hinkley has a bottle with the two "Ghost Ships of the War of 1812". It's good work with open rails on the ships. He even has sea gulls skimming the water. My entry is also one of those ships that sank in Lake Ontario during the war. I included a small house with dormers and a front porch. However, my bottle is turned so you can't see the front of the house. Then there's the ship in what I think is a maple syrup flask. It's displayed on a very dark stand that would have made viewing the ship quite difficult. So this modeler cut out paper for a lighter background. It works very well. This model also tells a bit of a story since in the neck of the bottle there's a woman in a long blue dress waving goodbye. Near by there's a bottle with a seven-masted schooner. All seven masts are perfectly aligned -- if you've ever tried it, you'll understand the challenge. There's a Viking long boat with a red sail, shields and oars. It clearly shows it's plank construction. Then there's the two-masted schooner *Bill of Rights* -- good clean lines and excellent detail both on the deck and in the sails with rings holding the sails to the masts. There's lovely knot work on an upright bottle with an 18th century one-masted schooner amid ice floes. Another bottle has a three-masted ship with great detail on the deck arrangements. Then there's the whaler brigantine with a man at the ship's wheel and other great details on deck including the caddres where the blubber was rendered. This one has sparkles on the ocean to catch the light. The Coast Guard's *Eagle* is displayed in a very large light bulb and at the neck of the bulb, another small light bulb is attached which displays a light house. In another light bulb, the brig *Yankee* has a crew of tiny people. There's a hard-blower bottle with a three-masted ship and light house in it. In an upright two liter, light-green wine bottle, there's a yacht with a crew of tiny people. This one even has running lights. There's a three-masted schooner on blocks about to be launched. This one has a delightful carved stopper in the neck. There are also four very small pinch bottles displayed together, an open cabin motor craft in heavy seas, a single-masted early 1800s schooner, a three-masted ship and a single-masted craft. Like John Fraser's entry, these models are very small and detailed.

In the smaller case, a couple of the largest models are displayed. There's the *USS Constitution* tied up to the wharf with the wooden facades of buildings in the background. All displayed in a five-gallon bottle. The *Skipsack Mary W. Somers* is on a green sea in a large light bulb. The green sea is set off perfectly by the red stand. There's a five-masted schooner in a Johnnie Walker bottle -- good alignment of the masts and the multi-colored hull is expertly done. Finally in a large Pyrex bottle, there's the climax to the story of *Moby Dick*. The sea is swirling around as the ship sinks, bow first. There's the white whale with the harpoon in it's back and Captain Ahab entangled in the lines with one arm waving free. The sea gulls circle overhead.

What an exhibit! So many aspects of our craft can be seen in this one place. This article certainly does not do justice to it. Often, while viewing a particular item, I felt frustrated since I wanted to pick up the bottle to study it closer. After spending close to two hours with the exhibit, I didn't have the energy to delve into any of the other Navy displays. I did see Don Hubbard's book *Ships-In-Bottles* for sale in the gift shop. Maybe we'll pick up some new members when they see the exhibit and then buy Don's how-to manual. The museum staff was kind, helpful -- just plain gracious -- to me during my visit.

Going back to the Metro station, I decided to walk in the shadow of that long brick wall. The weather had not changed, but the shade sure helped a lot. The walk back didn't seem that long.

Oh yes, you should go and see this exhibit. Studying the map, the Navy Yard is much more accessible via car than it is via Metro and shoe leather. I was alone, so I could spend as much time as I wanted at the exhibit. If you go with family or friends, there is plenty for them to do within a three block area while you immerse yourself in the ships in bottles. First, there's the rest of the Navy

Museum – the one building has naval exhibits covering all the eras from the Revolutionary War up to the present day. There's also separate museums dedicated to Navy Art and to the Marine Corps. You can also tour the *USS Barry* (DD-933) which is docked just across the parking lot. I also saw a sign for a McDonald's on the installation. If you can get to the Washington Navy Yard, don't pass up the opportunity to see this exhibit.





- First let me depart from the normal welcome to our new members by welcoming three from that beautiful state of Tennessee, our first ever members from there. Robert DeBeer of Hickson, Tn. has one to his credit and two more on the ways. Gary M. Leforgee of Jackson, Tn. claims to be "Very" inexperienced, yet he has built a couple in bulbs. (Gary I've done almost 100 in bottles but 0 in light bulbs) and Chuck Nease of Pegram, Tn. says he is a " Would be " builder. Just the kind we want. P.S guys I have 35 acres in Wilson County , just outside of Auburn town. Maurice Cornelis is doing a " Rebuild from a broken bottle SID". Maurice hails from Collingswood, N.J. Next is the " HANNA " (1775) and a Chinese Junk. D.J. Cottrell of Australia states that he is a beginner interested in modeling well known ships , real and fictional. George D. Yocum of Columbus , Ohio claims to have only recently started. Mr. P.A. Newman of Liverpool , England is also a member of the European Association, but do not mention experience. Retired Col. Edward P. Levin USAF has a collection (some from Robins Hood Bay England) and wants to begin making his own. Edward , we also have members who bottle aircraft and cars and trucks, your only limitations are imagination and bottle size. John MacDonald of Calgary, Canada has eight SID's to his credit after 10 years as Engineer Mercantile Marine U.K. Allan Peters of Rescue, Ca. makes no mention of experience. and Bob Meggitt of Edmonds, Wa. seems to be working on one that he hopes turns out well. So do I bob. But just remember every one is a learning experience good or bad.

WELCOME ABOARD gentlemen and remember I cannot publish photos, tips articles or anything that you don't send in. This is your Journal, about you and what you do, plus how you do it. I need your input.



Above: Jackie Dundic, the BOTTLE SHIPWRIGHT 1991-2 issue cover Girl as she sees her copy for the first time. She is now a Freshman at Penn State University where the photo was taken. She asked Pres. Jack Hinkley if everyone would see it. He replied "all over the world".



Dan Wally of Akron, Ohio sent in the following photos of some of his works. Unfortunately he didn't put names on them. But very nice work none the less. And in answer to your question about putting hulls in in pieces, No, there are no hard and fast rules. As many pieces as it takes as long as the finished result is a completed ship and the seams are undistinguishable. IF, you know where they are but your viewer cannot see them. Dan also sent in a tip on how he makes his anchors.



Responses to Joe Barr issue 1997-1. Take a small piece of wire, bend in two over a pin or nail. Wrap the wire to the desired length, and leave enough wire to bend up. This is how I make my anchors. Dan Wally.



Bob DeJongst in Holland, sent in the following, "I just wrote an article for a mathematical journal about Adam having a cent. Let us assume, that he brought his cent to an imaginary Bank and that he received a 4% compound interest. How much money would his descendants have to-day? Interesting question, isn't it."

Bob I would love to send you some sunshine, and I will as soon as we get some. We have had over 10" of rain in the last couple of weeks. I shouldn't complain, at least we have a lake behind the house again.



Juan Rodriguez Del Barrio of Madrid, Spain sent in the photo below of his latest work, The Endeavor. More photos next issue.



The photo of Tagman's ship below came from Artem Popov of Moscow, Russia, another fine piece of the ship bottlers art.





Alex Cuthbert of Syracuse, New York sent in the photo, below of some of the 75 SID's he has done, along with a note "I'm declared legally blind but once I get an object in view I can see it very well!" Alex also sent in an article on the turk's head knot which I will try to put in the next issue. Well done Alex.



And last but by no means least from Gladiin Yzevold of Moscow, Russia the following photo of one of his works A Russian Trade, Brigantine.



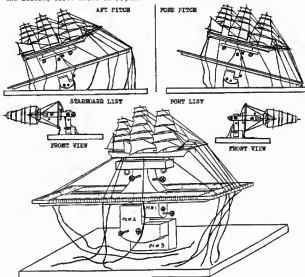
A LISTABLE AND PITCHABLE RIGGING STAND.

by James A. Marsh Sr.

This stand has mounted on top of it a securing block to which the vessel itself is secured by SCREW EYES. The securing block with vessel secured to it is then mounted on top of the stand itself and is held in place by stabilizing pins and locking screws. Also, there is a set of rigging channels fastened to the stand as shown in Fig. 7 and Fig. 9.

By loosening the LOWER locking screw on PC# 1 the rigging stand is able to list (tilt) to Port or Starboard and be held at the desired list by re-tightening the LOWER locking screw on PC# 1 as shown in Fig. 2.

By loosening the locking screw on PC# 2 the stand is then able to pitch either Fore or Aft and be held at the desired pitch by re-tightening the locking screw shown in Fig. 2.



Lines coming from the vessel are slipped into the knife cuts in the rigging channels and tension is put on the lines by pulling on them as shown in Fig. 10.

MATERIALS NEEDED

NOT TO SCALE

Represents inches →"

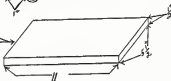
Represents feet or foot →'

need one → 1-2 1/2" COMMON NAIL

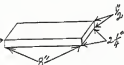
need one → 1-1" FINISHING NAIL

need two → 2-1" SCREW EYES

HARD WOOD
need one this size

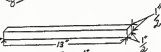


HARD WOOD
need one this size



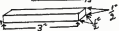
need two this size

PINE WOOD



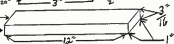
need one this size

HARD WOOD



need two this size

PLY WOOD



DRY WALL
SCREWS

NEED → 1-2 1/4"



NEED → 3-1 3/4"



NEED → 4-1 1/4"



NEED → 4-1 1/2"



NEED → 4-3/4"

FINISHING
NAILS

Fig.1 (preceding page.)
Take your piece of 8"x2 $\frac{1}{4}$ "x $\frac{1}{2}$ " hardwood. Cut out templates shown in Fig.1 and trace them onto the wood (shapes of PC# 1-2-3) Drill various holes into them as shown.

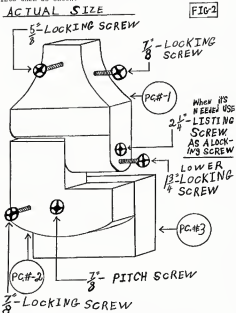


Fig.2 Shows how PC# 1,2 and 3 are fastened together. Note: Line the bottom of PC#2 up with the guide line on PC# 3. Then drill a center hole completely through both pieces and fasten the two together with a 7/8" long drywall screw.

ACTUAL SIZE FIG-3

All holes in PC#-4 were drilled completely through the SHIPS SECURING BLOCK. This block is made from 3"x3"x1/4" pine.

HOLES FOR 2 1/2" AND 1" FINISHING NAILS



← 2 1/2" NAIL END
FILED ROUND

← 1" NAIL END
FILED ROUND

Fig. 4 shows the cut & filed nails which will be used as the stabilizing pins for your securing block.

15

ACTUAL SIZE ← REPRESENTS DRILLED HOLES

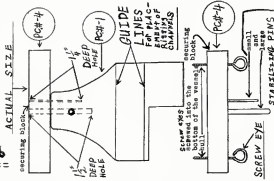


Fig.5 (preceding page) Shows that the securing block PC# 4 has been placed and centered on top of PC# 1. Next, drill two holes the diameter of your stabilizing pins completely through the securing block from the top and down into PC# 1 to the depth shown. Also in PC# 5. at the bottom of the page, PC# 4 is shown with the screw eyes in place and the stabilizing pins have been glued in place with their tops kept flush with the top of the securing block.

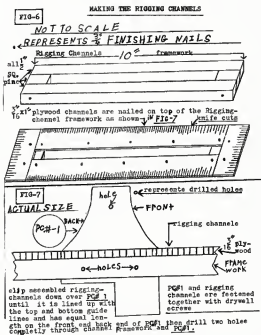


Fig.6 (preceding page.)

Rigging channels frame work has been made. The channels themselves are cut from a piece of 1/4" thick plywood. (Note): saw across the grain of the plywood and NOT with the grain. This will allow you to cut the knife cuts which are cut into the side and end pieces of your rigging channels, and make it much easier.
Note: Keep the inside edges of your channel pieces flush with the inside edges of the rigging channel framework when you nail them to it and you should end up with about a 1/4" overhang of the channels from the framework itself.

Follow the instructions in Fig's-7,8,9 and 10 and the rigging stand will be in its completed stage ready to be used and improved upon.

When needed the listing screw for PC# 1 can be used as the locking screw.

REMOVING THE VESSEL FROM THE STAND.

First , slacken all lines and then pull them out of the knife cuts in the rigging channels. Next, back off locking screw (s) in PC# 1 and lift the securing block with the ship on it and in it's collapsed position up.

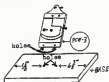
REMOVING THE VESSEL FROM THE SECURING BLOCK.

Unscrew the screw eyes which pass through the securing block and into the hull bottom of the vessel which will release the vessel. You are now ready to insert the vessel into the bottle.

Final Note: When securing the vessel to the securing block with the screw eyes, leave space between the bottom of the vessel and the top of the securing block. This will give you a space between the two for tweezers when taking hold of any lines which pass through the bottom of the vessels hull.

FIG-8

Rigging channels have been omitted



fasten PCF-2 to base with drywall screws using the holes shown in the base and in the bottom of PCF-2

FIG-9

ship held by screw eyes

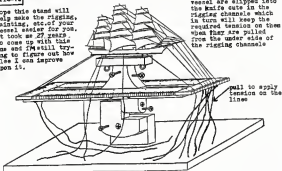
you can see one of two locking screws



stand has been assembled, the securing block with the vessel ball secured to it has been mounted on the stand and held in place with the stabilizing pipe locking screws

FIG-10

hope this stand will help make the rigging, painting, etc. of your vessel easier for you. It took me 27 years to come up with this one and I'm still trying to figure out how else I can improve upon it.



SPINDRIFT BY F. J. SKURKA

The MLCS Company produces professional wood working products and is running a sale, with the best prices I've seen in a long while. A machinist's square with a 3" blade and 2" beam, which originally cost \$ 11.90 is now \$ 5.95. This high quality steel square is very useful when checking 90° inside and outside corners. I use it to square up hull blanks and components when making deck furniture. Item # 5902.

An 8 piece, double ended wood rasp niffler set that normally cost \$ 22.95, is now selling at \$ 14.95. This set is an excellent all purpose rasp set, having 16 different shaped heads (2 on each one). Cutting edges are about 2 and 1/8" at each end of the tool, which has an overall length of 8". These coarse tools rapidly remove stock. Item # 9073.

Another good buy is a different 10 piece wood rasp niffler set, which is ideal for carving and shaping. The small size is great for detail work. The tools are double edged, have a 1/8" diameter shank and are 7" long, cutting edges are about 1 and 3/4" long on the end. Comes in a plastic case. Both rasp niffler sets quickly cut wood, plastics and phenolics and are useful in shaping hulls and other curved surfaces. (Raffle refers to a groove or furrow, so a niffler cuts grooves). Item # 9070.

The address of MLCS is P.O.Box 4053, Rydal, Pa. 19046. You can order toll free at 1-800-533-9298. Shipping is free for these items.

Save your dull utility knife blades; they make excellent scrapers. These 2 and 3/8" long blades can be broken down to 1/8" by using pliers at right angles. I scrape hulls down to finish dimensions before sanding. If you carve hulls with extended bulwarks, these scrapers can be used to get a sharp edge at the water ways.

Modelers, by necessity, use small quantities of paint, varnish and other finishes. You can use the caps of juice containers, Milk bottles and other containers to hold these materials. Other plastic containers of the larger sizes also do double duty for cleaning brushes, mixing and blending colors. Have a care with small thinners and cleaners, they may dissolve the container. Generally, the hard plastics containing foods, will not be affected. I have also used the tops of butter, margarine and dessert containers as palettes. All of these can be cleaned and re-used or thrown away.

When cleaning brushes, use paper towels rather than rags. By dipping the brush in solvent and wiping back and forth on the paper until only clear solvent shows- you know the brush is clean.

Store brushes so that the bristles do not get damaged. Cut short pieces of drinking straws and slip them over the brush ferrule's. Large brushes I keep in a box which is partitioned and the brushes sorted by size and type.

It is best to use one set of brushes for oil and lacquer based paints and another set for acrylic and water based paints.



From Charles (zippe) Hand.

"A lady with the (Art Studio) Builder desired a bottled log cabin, so this is the one I did for her. A serum bottle about 12-15 ml size. The I.D. was a shade over 1" (2.54cm) and the cabin is 7/8" square (2.22cm), a snug fit. Tried for 1:1384 scale (1/32"=1'). The inner base is acrylic gel with sculpted in rocks and river. Used V-grooved styrene for log walls(with dovetailed ends), porch floor and roof and pier. Scribed clear styrene for the windows. There are 2 window boxes with (painted sponge) plants and a rocking chair on the porch plus some(cotton) smoke from the chimney. The tree was made from green painted sponge with a trunk of 3 twisted phone wires plus green and brown paint.

If one looks through the windows, there's a fire in the fireplace". 19.



MODELER'S LEXICON by F.J. SKURKA

- Bark or Barque :** A windship with three masts , square rigged on the fore and main and fore and aft rigged on the mizzen . In the U.S.A. the term is always Bark . In the later 19th Century , four and five mast Barks were built for the grain and nitrate trade . These had steel hulls up to around 5000 tons .
- Barkentine or Barquentine :** A three masted vessel , square rigged on the fore mast only and fore and aft rigged on the main and mizzen masts .
- Barrico :** An old term for a beaker which is a small water cask kept in ship's boats for emergency purposes . Today , fresh water in lifeboats is kept in tins .
- Battens :** Batten (s) has several meanings :
- (1) Strips of iron that fit over brackets welded to the sides of a hatch coaming and secure hatch covering tarpaulin's . These are secured by wooden wedges driven into batten cleats and said to be " battened down" .
 - (2) Wooden or plastic , (fiberglass) battens are long slender strips placed in sails (in batten pockets) to support and hold their form , especially to flatten the leaches of racing sails .
 - (3) Rigging battens are placed about the rigging to save the gear from chafing .
 - (4) Cargo battens are long planks placed in holds and 'tween decks to protect cargo from sweat and rust .
- Batten Cleats :** Are right angle brackets welded to a hatch coaming into which the battens are dropped and drawn tight against the hatch tarpaulin's by wooden wedges .
- Batten Pockets :** Are sewed into sails at various angles to hold the battens .
- * NOTE :** In the last issue there is a typo error on pg.25. A rough hewn timber used to tie beams together is a " Balk " , not " Back " .





BOOKS

BY

Francis J. Skurka

MAKING SHIPS IN BOTTLES.

A beginners guide.

by Leon & Patricia Labietour.

This 70 minute, color, video tape was a pleasure to review. The photography and camera work is superbly done, outstandingly clear (very little glass distortion or reflection) and the close-ups neat and precise.

Created for the beginner, the program takes the viewer easily and painlessly through the step by step procedures necessary to build a ship in bottle. At the same time, Leon built ships in bottles for over 40 years and developed efficient methods, techniques, tools and jigs that may not have been seen before, so there is something for everyone- novice and expert alike.

The introduction, in beautiful color, shows Robin Hood's Bay and leads into a demonstration of how to fold masts and yards in a beginners model of a Brigantine and then a four mast, full rigged ship.

The procedure is slow, precise and deliberate; in fact this is true for every phase of this presentation throughout the video, which makes it such a good tape. From the start, Leon advises " take your time and proceed carefully ". For inspiration and motivation he shows the Brigantine being built and a completed model built by his 11 year old daughter. Construction begins with the making of a " message " on paper, stating the details of the vessel, builder etc. being created and glued inside the bottle and then the making and coloring, insertion and forming the sea. A 1 liter bottle is used. The tools are all basic: utility knife, small scissors, needle, tweezers, pin vise and xacto chisel set, a small block plane and sandpaper. The bottling tools are made of knitting needles bent to various shapes and made more versatile by taping different attachments to the needles with masking tape which is also used to form handles. The hull is carved with the utility knife and the deck chiseled out with the xacto set. He uses a neat little jig to do this. When carving the bow and stern he uses a thumb guard to protect his thumb. He demonstrates after completing the hull, how to use a hull plug (dummy hull) to make the impression for the finished model. At this juncture, he primes and paints the hull and drills holes in the bulwarks for the standing rigging.

Leon died suddenly so Mrs. Labietour takes over here.

In her pleasant, soft spoken, melodious English voice she speaks and demonstrates: how to make masts and yards, make mast hinges, how to use a drill plate (which appears to be homemade) and how to fasten yards to masts. She then proceeds to make and set deck furniture, step the masts, rig, first the standing and then the running rigging (lifelines and braces) make sails and glue them up to the yards and stays. Collapsing the masts, arranging the yards and inserting the model for " a nice smooth launch ". She then beds the hull, erects the masts, sets the yards and sews the control lines to complete the model; all of this with clear, easily understood instructions. In the final frame the video shows various different completed models with glare and distortion free close-ups of details. There is also a unique and view of a model entering the bottle. The final frame states " Dedicated to Leon Labietour the late President of the European Ships in Bottles Association, who, sadly died during its making. This video has been completed by his widow Patricia, who shared with him a life long enthusiasm for this craft ".

BOOKS- (continued)

Accompanying the video is a detailed set of plans for the beginners Brigantine and a three masted Bark. The plans show in detail, how to carve the hull with a set of templates for hull form.

In the last issue of this Journal , Bob DeJongat noted that this tape can be purchased (see pg. 33).

To obtain the tape, contact:

MARINE ARTS, SEASCAPE

King Street

Robin Hood's Bay

N. Yorke, ENGLAND. YO22 4SH

Note: Dollar bills only for U.S. Members. Price \$20.00

Also Available:

The book, " Making Ships in Bottles"

beginner to advanced.

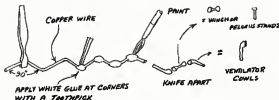
A soft cover, 104 pg. book with 37 photos, 80 plane and line drawings. Price \$ 20.00

The Matching Kit:

The parts, tools and materials for building 2 models. The Brigantine and a 3 mast Bark. No bottle.

Price \$20.00

Editor's Note: In the future, the video will be available through the Ships-in-Bottles Association of America.
For cost and postage.



Charles (zippo) Hand, sent in the above helpful tip.



A Different Tack

by Barry C. Smith

On a Call for Help:

If you've put one in a Mateus bottle your aware of the unusually small neck diameter. Recently I chanced upon a Lancer's (vin rose) bottle which has a similarly small neck, though not nearly as long. Both bottles come from Portugal of course and the smallness of necks may there, have some rationale other than to make SIBers especially challenged and frustrated. If any of our brethren out there know of the rationale enlightenment for the rest of us would surely be appreciated.

The other item needing help deals with the indestructable nature of the coating which is on the Lancer bottle. The rust colored substance cannot be scrapped off with even a very sharp knife. Soaking in water does nothing to it and soaking it in varnish/paint stripper does nothing to it as well. At first I thought perhaps some substance had been mixed into the glass during some igneous, volcanic-like process, but no! Careful examination of the bottle, at the uppermost portion of the neck - right below the neck lip, reveals a tiny ring of clear glass. Looking into the bottle likewise confirms the clarity of the glass, as seen from the inside of the bottle. How to remove this rust colored coating is just one question. Others deal with why it was put on the glass in the first place, and how. This coating whatever it is appears to be extremely tough though not thick. Removing it would be a first step toward another SIB being constructed so as to be placed into a very narrow neck.

If there is a way to get this bionic teflon-like armor off, one wonders what the bottle might actually look like - with or without its ship. Then again, what is the point of camouflaging red wine in a rust colored bottle which seems to have great resistance to breakage.

Any help in these matters would be appreciated. I can be reached at 1712 Alexander Circle, Pueblo, Colorado - 81001, U.S.A. And, I answer all letters!

NOTES FROM THE MEMBERSHIP CHAIRMAN

by Don Hubbard

For those of you who receive the television show, "Travels in Europe" with Rick Steves, try to find out when his series on Scandinavia will be shown, specifically the show featuring Denmark. After looking over Copenhagen, Rick visits the traditional island of Aros and the town of Aroskøbing where the wonderful Flak Peter ship-in-bottle museum is located. The museum was founded by one Peter Jacobsen, a Danish sailor, who lived to be 86 years old and who produced more than 1,700 different bottled ships. Seven of these models he encased in a cement cross, which was supposed to be his tombstone but which now stands on exhibit in the museum he created. We devoted an entire page to Jacobsen in *Bottle Shipwright* 1983-3 thanks to Per Christensen, our Danish member, and it was a thrill to see Rick Steves in the museum looking over some of the models. The original Jacobsen article is reprinted at the end of my member notes.

TURK'S HEAD KNOT So you want to learn how to make a Turk's Head knot. Now you can, thanks to Lee Aldrich. Lee has produced a video tape which explains the process clearly. Write to him at The Aldridge Tree Farm, 1941 Taylor Ave., Belmont, IA 59424, or call at 515/852 2365.

G.K. folks, don't say I never offer you opportunities. I received the following note from someone who is presumably a dealer in nautical art: "Where can I buy ships-in-bottles, dioramas, wharves, critique art. Please send catalogs, brochures, illustrations, prices, etc. Ronald W. Webb, P.O. Box 64, Owen Sound, Ontario, Canada, N4K 5P1."

NOW, I do not know the above Mr. Webb, so this is not an endorsement. If you deal with him make certain that there is payment up front, or get suitable references. Note that he did not include a telephone number, so I could not call him. But it might be worth a postage stamp and a short query letter if you sell your work.

The Dutch Ships-in-Bottles Association now has its own web page and it is a very nice one. Bob de Jongste's son Herman, is very technically inclined and set it up. While some of it is in Dutch, there is an English version for part, and the illustrations are attractive. I have not been able to get any sound from this page so far, but Bob tells me that there are ships bells and some wonderful music. Here is the address: <http://home.gi.net/~hjongste/HOME.HTM>. Please note: Bob tells me that the last part must be in caps or the page will not come up. As with most pages, once you log on there is provision for you to contact Bob via E mail.

The accompanying photo of a helicopter in a bottle came from Hans de Haan, Vice-president of the Dutch SIB Association. Hans is an officer in the Dutch Navy. The model, which Hans made, is an Alouette III helicopter and the bottle is mounted on an original piece of rotor blade.



By the way, Hans has a collection of ship-in-bottle pictures and would like to add to it. If you would like to be part of this 750 picture collection please send your photo(s) to: Hans de Haan, Gintuwe Gans 34, 4647 KE Bergen op Zoom, Holland.

Bill Johnston (Langhorne, PA) again donated a ship-in-bottle for his World War II ship reunion. As this writing the money bid had come to \$400.00 with more bids on the way. Bill's note, "Not bad for a scrap of wood, a few threads and an old bottle."

It was **President Jack Hinkley's** birthday on October 4th so I sent him this special SIB limerick (In the early days of the SIBAA Hink and I used to exchange limericks on the pages of Bottle Shipwright).

Jack Hinkley from old Pennsylvania
Turned ship-bottling into a maria
When his friends asked him why
He gave this reply
"It's something I just can't explain!"

A fellow named Don Sheldon sent me a postcard, which I quote: "I have a child's 1950's button short sleeve shirt with 'ships-in-bottles' front and back. Very good condition. Also, all the bottles and ships are the same. For sale for \$15.00 + \$3.00 shipping. If interested kindly contact me. Don Sheldon, 46-8 Carriage Stop, Florence, NJ 08518."

New member Maurice Cornelis lists his E-Mail address as cornelis@snip.net. Send him a note and welcome him aboard.

Last week I received a letter asking for membership information. The sender also said, "I received your name and address off the internet at the "how to put" home page." That is great news. Just one more way for folks to find us.

Happy New Year,

Don Hubbard

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NEW World Wide Web server <http://www.shipbotle.ru>

DutchSIB Aashmp (home.pi.net/~hjongst/HOME.HTM) (the later part MUST be in caps)

THE LEGENDARY PETER JACOBSEN (FLANKE PETER) a tribute by PER CHRISTENSEN

Peter Jacobsen, ship-in-bottle builder, was born in the town of Kalundborg, on the island of Zealand on September 29, 1875. His father was employed as lighthouse keeper, and also worked as a fisherman. The father was a clever and adaptable man who made his own clothes, built the house they lived in, and occasionally made models of the ships he knew. Peter often related that it was from his father that he got his love of the sea and ships.

It was originally intended that Peter become a blacksmith, but he was only 5'1" in height and too slightly built for the business. Instead he shipped aboard a schooner when he was 16, and then moved to Norway, to begin sailing as a cook and steward on Norwegian vessels. It was during this period that a Finnish sailor introduced him to ship-in-bottle building, a passion which was to remain with him for the rest of his life.

Peter married his wife in England in 1907 and they bought a small inn, but times were bad and the couple moved to Germany. Here they remained until sometime after World War I when they returned to Denmark, and settled in the town of Grejs in Jutland. In Grejs Peter began to exhibit his bottled models in a little shop, and he began to send his work to many expositions where he became a certain winner and took many prizes.



Peter Jacobsen and his cross

In 1945 Peter and his wife moved to the island of Årø and here he founded his world-famous ship-in-bottle museum. His personality suited him for this work. Cook, sailor, woodcarver, clown, ladies man, artificial, genuine, all combined to make him an enjoyable curiosity, so that when he showed his models and related his stories of the seven seas, the people loved him. He was even visited by the late King, Frederick of Denmark, who was himself a sailor, and the two swapped tall tales of the sea, one worse than the other.

Peter passed away on the 28th of April, 1960, in his 85th year, and he left behind more than 1,700 different bottled ships. Seven of these he encased in a cement cross which was intended to be his tombstone but which now stands on exhibit in the museum he created.

Peter Jacobsen, who acquired the apt nickname of "Flanke" Peter, was a unique individual, and when he died much of the past died with him. In his museum in Årøsløbing you can see his collection, and while they are not as sophisticated as many modern models they are an accurate representation of the work of the early seamen who often built in the low light of the kerosene lamp, and whose only tools were a needle, a saw knife, a piece of wood, some thread and coarse paint. His are forgotten times, but his work stands as an example to us and as a monument to himself and the other early builders of ship-in-bottles.

(Reprinted from Bottle Shipwright 1983/3)



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by Don Hubbard

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Don Hubbard is highly qualified to write this book. He has collected and cooked fish and shellfish from his youth, living on an island on Long Island Sound; during a 24 year world-wide Navy flying career, and as a scuba and kayak instructor and tour leader in Southern California and down into Mexico's Baja peninsula. He knows how to cook and what it takes to make a memorable meal. He has never been afraid to test new or strange ingredients. That is what makes this book unique.

Hubbard is the author of three other specialized and nautically related books including: *Ships in Bottles: A Step-By-Step Guide to a Venerable Nautical Craft*; *The Complete Book of Inflatable Boats*; and *Where To Kayak in San Diego and Nearby Mexico*.

NEPTUNE'S TABLE ISBN 0-943665-06-X
Price \$17.95 (paperback) 165 pages

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P.O. Box 180550, Coronado, CA 92178
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E mail: sealepubs@aol.com

Dutch Association Ships in Bottles,
Representative: Rob de Jongste,
Van Moornbeekstraat 13,
2582 BA The Hague, Netherlands.
e-mail: welkom@worldoce.nl

July 1, 1997

Dear friends,

Is it true, that there are two SIB's in the USA, which are dated 1740 and which were not built by a sailor, but by a landlubber.

This is the first time that I heard hereabout from Hans de Haan and if this rumour is true, then I would like to have more details as where these SIB's can be found.

Please check and let me know, since it is too nice to be true! Perhaps you can mention it in "The Bottle Shipwright" and maybe there is somebody who knows more hereabout.

Love to you all,

Bob de Jongste.

cc. Jack Winkley
Don Hubbard
Ray Handwerker
Frank Skurks
Alex Bellinger
Bill Westervelt
George Pinter

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a large resurgence of interest in this traditional sailor's craft. LEON LABUSTOLLE, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in formulating this interest. All his time-proven methods have been published in a BOOK which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeler to make six different ships in bottles, from Beginner to Advanced. A4 format, 154 pages, 37 photos, 80 plans & two drawings, full colour cover. Price £28 surface, £39 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible VIDEO. Leon and his wife Patricia take the would-be ship in bottle maker easily and patiently into a totally fascinating hobby. The video is a fully professionally made production, running for approx 70 minutes, showing clearly all steps in producing an excellent first model. There are maybe tips for the more experienced, too! Price £28 surface, £25 airmail.

MAKING SHIPS IN BOTTLES

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Wanted: information as to the title of a book published 1900 to 1930 describing how to: (1) put a ship in a gallon jug, (2) whittle a wooden chain, (3) whittle a working pair of pliers etc. This is **apparently not** any of "The Boy Mechanic" series. Lee Aldrich 1941 Taylor Ave. Belmont, IA 50421 phone 515-853-2365 e-mail ldrich@kainet.com

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SHIP MODELERS
Association



May 5, 1997

Press Release

**1998 WESTERN SHIP MODEL
CONFERENCE AND EXHIBIT**

The third Western Ship Model Conference and Exhibit will be held on the RMS Queen Mary at Long Beach, California on March 26 through 29 of 1998. The conference is being hosted by the Ship Modelers Association.

The centerpiece of the conference, as with the previous ones, will be a superb display of ship models. For the 1994 conference there were 160 models of both modern and period ships and boats of both static and radio controlled configuration. The 1996 conference built upon the previous successes and attracted 225 models. The model exhibit is open to both conference participants and the public, in the Queen Mary Exhibit Hall, all three days of the event, beginning Friday at 10AM, and closing at 5PM on Sunday afternoon. All conference participants are invited to contribute to this display.

Conference activities began with a reception on Friday evening in the Exhibit Hall. On Saturday, conference attendees will participate in technical sessions given by experts on maritime history, ship and boat building, model building, and nautical research. During the conference, vendors will be available to show, discuss, and sell their products. The products include books, kits, materials, tools, and other supplies relevant to ship modeling. A banquet will close the day's activities. Sunday's activities consist of round table discussions hosted by the previous day's speakers and modeling technique demonstrations. The Mayflower Group will present a special display oriented to the novice modeler and those wishing to know more about the operation of such a group. The Mayflower Group is a monthly workshop on modeling and is also a part of the Ship Modelers Association.

Conference participants and their families are invited to stay aboard at the Queen Mary Hotel. Reduced room rates will be in effect for the conference and up to three days on either side. Hotel guests will enjoy one of the period state rooms that first class passengers used when the Queen was plying the Atlantic.

For more information, visit our web site at <http://www.ship-modelers-assn.org>

For registration forms as well as additional information contact

Lloyd Warner
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NEW World Wide Web server www.shpbottles

We now have a COMPLETE index of all past Bottle Shipwright's thanks to the
untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them
and have them three hole punched so they will fit in a loose leaf note
book. This will make it easier for future additions to be added. If you are
interested in obtaining the index send a check or money order for \$3.50 to
Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mail-
ing. Overseas members sent \$4.50.

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The Mexican Navy's "CUAUHTEMOC" tall ship on a visit to the island of "GUAM" U.S.A., the photos sent in by our member Russell Rowley of Seattle, Washington. Russell says she also made a port call in Seattle, but there were too many visitors for a photo op. Thanks Russell. yes, she is a beautiful ship. Feb. 1997

